

**EVALUATION AND APPRAISAL REPORT
OF THE
CITY OF FELLSMERE COMPREHENSIVE PLAN
APPENDIX D – TRANSPORTATION ELEMENT**

TRANSPORTATION GOALS, OBJECTIVES AND POLICIES. This section stipulates goals, objectives, and implementing policies for the Transportation Element pursuant to §9J-5.019, FAC.

Principles: The City of Fellsmere desires to create opportunities for personal mobility and provide for the safe and efficient movement of people and goods throughout the community. The City recognizes that mobility has a profound effect on the character of the city and the quality of life of its residents. This element will address policies for developing an effective multi-modal transportation system to help achieve the City's' land use and other goals. Guiding principles shall include the following:

- The city needs to be supported by transportation networks and alternatives that maximize access, mobility, and community connections.
- New development and existing development needs efficient and accessible roadways and alternative routes that will promote movement of goods, services, and people without creating negative impacts on one another.
- To the extent practicable and feasible, street corridors should provide for safe and convenient use of all modes of travel, including motor vehicles, public or private transit, bicycles, and pedestrians.

GOAL TRAN A: ENSURE INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM. Develop and maintain an integrated multi-modal transportation system in the City of Fellsmere that promotes mobility and accessibility to move people and goods in a manner consistent with the local and citywide land use and environmental protection goals, as well as coordinated with proposed residential and economic developments. Multi-modal mobility that offers transportation and transit services to all residents and tourists in the most efficient, convenient, accessible, and affordable manner possible will be emphasized.

OBJECTIVE TRAN A-1: PROVIDE FOR SAFE, CONVENIENT, AND EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM. The City of Fellsmere shall provide for an integrated multi-modal transportation system that emphasizes safe, convenient, and efficient movement of motorized and non-motorized vehicles as well as pedestrians within Fellsmere through the use of management systems described in the below policies.

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<p>Policy Tran A-1.1: Maintain Minimum Level of Service Standards (LOS). The City shall maintain the following minimum LOS standards for arterials, collectors and significant local streets:</p> <p style="text-align: center;">Table 2-1 FACILITY/LOS STANDARDS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;">ROADWAY FACILITY</th> <th style="width: 40%;">MINIMUM LOS STANDARD PEAK HOUR</th> </tr> </thead> <tbody> <tr> <td colspan="2">State Highways/SIS and TRIP Facilities</td> </tr> <tr> <td>I-95 and CR 512 from I-95 to CR 510</td> <td style="text-align: center;">C</td> </tr> <tr> <td colspan="2">County Arterials</td> </tr> <tr> <td>CR 512</td> <td style="text-align: center;">D</td> </tr> <tr> <td colspan="2">County Collectors</td> </tr> <tr> <td>CR 507 (North Broadway St. and South Carolina Ave, west of Broadway St.)</td> <td style="text-align: center;">D</td> </tr> <tr> <td>North and South Willow Street</td> <td style="text-align: center;">C</td> </tr> <tr> <td colspan="2">City Collectors</td> </tr> <tr> <td>Oleander Street</td> <td style="text-align: center;">C</td> </tr> <tr> <td>South Carolina Avenue (east of Broadway St.)</td> <td style="text-align: center;">C</td> </tr> <tr> <td>South Broadway Street</td> <td style="text-align: center;">C</td> </tr> <tr> <td colspan="2">Significant Local Streets</td> </tr> <tr> <td>N. Myrtle to CR 507 (Truck Route)</td> <td style="text-align: center;">C</td> </tr> <tr> <td colspan="2">Local – All roads not classified as arterials, collectors, or significant local streets shown on the Major Thoroughfare Plan.</td> </tr> <tr> <td></td> <td style="text-align: center;">C</td> </tr> </tbody> </table>	ROADWAY FACILITY	MINIMUM LOS STANDARD PEAK HOUR	State Highways/SIS and TRIP Facilities		I-95 and CR 512 from I-95 to CR 510	C	County Arterials		CR 512	D	County Collectors		CR 507 (North Broadway St. and South Carolina Ave, west of Broadway St.)	D	North and South Willow Street	C	City Collectors		Oleander Street	C	South Carolina Avenue (east of Broadway St.)	C	South Broadway Street	C	Significant Local Streets		N. Myrtle to CR 507 (Truck Route)	C	Local – All roads not classified as arterials, collectors, or significant local streets shown on the Major Thoroughfare Plan.			C	<p>All roadways within the City operate at the adopted levels of service.</p>	<p>None.</p>
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<p>Policy Tran A-1.2: Future Transportation Map Series. Pursuant to Rule 9J-5.019(5), the City of Fellsmere Comprehensive Plan Transportation Element hereby includes the Future Transportation Map Series as described below:</p> <ul style="list-style-type: none"> a. Map 2-1: Long Range Transportation Plan (2020) identifies the 2020 roadway network, including arterial and collector streets, their functional classification, and the number of lanes within each facility. The functional classification system indicates the role of each thoroughfare in meeting current travel demands, assists in defining land use relationships, and reveals the jurisdiction responsible for maintenance. b. Map 2-2: Future Pedestrian/Bike Ways (2020) illustrates the major bicycle and pedestrian ways for the year 2020. c. Map 2-3: Local Roadway Improvements (2020) indicates the type and location of the roadway improvements planned for Fellsmere’s local roadways between 2000 and 2020. d. Map 2-4 Functional Classification and Lanes (2020) indicates the local, county, and state roadway systems functional classification and projected lane expansions 	<p>Maps are maintained as required.</p>	<p>Maps and policies are to be revised consistent with the findings of the 2035 Plan update per the SSA for DCA 09-01.</p>
<p>Policy Tran A-1.3: Establish Transportation System Management Strategies. The City shall establish strategies to improve system efficiency and enhance transportation safety. The City shall assure that no development is approved unless level of service standards has been satisfied consistent with its concurrency management program. The Land Development Code shall establish criteria to ensure that no development is approved unless such development is found to be consistent with the adopted level of service standards for roads and transit facilities.</p>	<p>Strategies related to efficiency and safety are still required. LOS for all roadways have been maintained and provisions are contained in the LDC related to transportation concurrency.</p>	<p>None.</p>
<p>Policy Tran A-1.4: Controlling Vehicular Accessibility to Major Thoroughfares. The City shall provide an adequate, properly designed and safe system for controlling vehicular accessibility to major thoroughfares through control of the intersections of access points, including driveways and roads, to connecting roadways. This action shall be facilitated by adopting design standards and procedures as part of the Land Development Code, which at a minimum shall address:</p> <ol style="list-style-type: none"> 1. Adequate storage and turning bays; 2. Provision of service roads; 3. Traffic operations. 4. Spacing and design of median openings and curb cuts; 5. Driveway access and spacing. <p>This control shall be coordinated through the development approval processes as provided for in the Fellsmere Land Development Code.</p>	<p>Implemented through the LDC.</p>	<p>None.</p>

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<p>Policy Tran A-1.5: Concurrency Management System. The City’s Land Development Code mandates that physical improvements required to meet concurrency requirements and level of service standards must be in place prior to the issuance of a certificate of occupancy. In addition, prior to approval of a site plan the developer/applicant shall demonstrate to the City's satisfaction that required on- and off-site roadway and traffic improvements shall be in place concurrent with the impacts of development. Also, the developer shall demonstrate to the City's satisfaction that the proposed development shall not cause the level of service on adjacent public roads to decline below adopted LOS standards established in Policy A-1.1. No development shall be approved that is projected to generate a traffic volume that would decrease the existing LOS below the adopted standard, except as provided for in Chapter 360, Florida Statutes, or other statutes or rules. All Planned Developments shall enter into a development agreement with the City to assure funding and completion of the project’s capital improvements.</p>	<p>Implemented through the LDC.</p>	<p>None.</p>
<p>Policy Tran A-1.6: On-Site Transportation Improvements and Safe Traffic Flow. The City shall amend its Land Development Regulations, to require all developments to provide safe and convenient on-site traffic flow and pedestrian access considering motorized and non-motorized vehicle parking and internal circulation needs.</p>	<p>Implemented through the LDC and private applications for development approval.</p>	<p>None.</p>
<p>Policy Tran A-1.7: Establish a Multi-Agency Review Process. In addition, the City shall establish a multi-agency planning and development review process for proposed public improvement plans for streets, pedestrian and bikeways, as well as any other public improvements, which may potentially impact and/or further maintenance of an integrated multi-modal transportation system. In this manner the City will establish and maintain a continuing technical review and coordination mechanism involving the Indian River County MPO and Indian River County. This coordinated effort will further the City’s objectives, policies, and programs related to maintenance of an integrated multi-modal transportation system consistent with adopted level of service standards.</p>	<p>Implemented through ongoing ICE activities.</p>	<p>None.</p>

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OBJECTIVE TRAN A-2: COORDINATE LAND USES AND TRAFFIC CIRCULATION. The City shall coordinate the transportation system with the Future Land Use Map Series and ensure that existing and proposed population densities, housing and employment patterns, land uses, and all other short and long term development plans are consistent with the transportation modes and services proposed.

Policies	Current 2009 Conditions	Comments
Policy Tran A-2.1: Integrated Traffic Circulation and Land Use Planning. The City shall continually monitor and evaluate the impacts of existing and proposed future land development on the transportation system in order to achieve integrated management of the land use decisions and traffic circulation impacts.	The City utilizes the County's traffic counting program.	None.
Policy Tran A-2.2: Traffic Circulation Site Plan Review Criteria. The City shall enforce traffic circulation site plan review criteria set forth in the Land Development Code. The criteria shall address such factors as: trip generation; design of efficient internal traffic circulation and parking facilities, including minimizing pedestrian and vehicular conflict, off-street parking, as well as safe and convenient circulation and maneuverability; control of access points; potential need for acceleration/deceleration lanes; adequate surface water management and drainage, and landscaping.	Implemented through the LDC and private applications for development approval.	None.
Policy Tran A-2.3: Plan for Land Use, Site and Building Design Standards for Public Transit Corridors. Should fixed-route, daily public transit service become viable in Fellsmere, the City shall within six months from the service commencement date evaluate the long-term need to create designated transit corridors. Therewith, the City shall also evaluate the need to modify land use, site, and building design standards within the Land Development Code in and along those corridors. If such evaluation determines that fixed route, daily transit service is viable on a long term basis, the City shall review and modify the Land Development Code to accommodate development patterns and design compatible with bus transit. This will assure the accessibility of existing infill and new development to public transit.	Fixed route service has been implemented in the City on a demonstration basis only. Planning response to this service as set forth in this policy has not currently implemented.	None.
Policy Tran A-2.4: Coordinate Transit Planning with Land Use Planning Process. Site plan review procedures and submittal requirements within the Land Development Code shall include a transit service needs analysis, at minimum, for multiple family residential developments exceeding fifty units and non-residential exceeding 25,000 square feet gross floor area.	Not currently implemented.	None.

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OBJECTIVE TRAN A-3: COORDINATE WITH MPO AND Indian River COUNTY. The City shall coordinate the transportation system services and facilities with the plans and programs of the Metropolitan Planning Organization and County.

Policies	Current 2009 Conditions	Comments
Policy Tran A-3.1: Utilization of County and State Numerical Indicators. Beginning in 2010, the City shall use County and State numerical indicators for monitoring the achievement of City mobility goals on the County arterial and collector roads. Numerical Indicators shall include: 1) Modal Splits; 2) Annual Transit Trips Per Capita; and 3) Automobile Occupancy Rates.		None.
Policy Tran A-3.2: Coordination with the MPO. The City shall coordinate transportation planning and transportation improvements with the Indian River County Metropolitan Planning Organization.	Implemented through ICE activities.	None.

OBJECTIVE TRAN A-4: EFFICIENT PUBLIC TRANSIT SERVICE. The City shall coordinate with Indian River County to address the provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit, land uses, and accommodation of the special needs of the transportation disadvantaged. Also, Fellsmere shall coordinate with the County's transit provider to encourage ease of transfer between mass transit and all other modes, where it supplements the other modes of traveling in the transportation network.

Policies	Current 2009 Conditions	Comments
Policy Tran A-4.1: Encourage Land Uses that Promote Transit. The City shall coordinate policies and projects with the future land use element to encourage land uses that promote public transportation along the CR 512 corridor.	Implemented as part of the consideration of private development applications.	None.
Policy Tran A-4.2: Provide Linkages between Transit and Significant Attractors. Fellsmere shall coordinate with Indian River County to ensure that linkages are provided from the major transportation corridors along routes to land uses generating or attracting heavy traffic such as commercial development along CR 512 corridor, institutional uses, and existing and future residential developments.	Implemented through ICE activities.	None.
Policy Tran A-4.3: Future Transit Facilities to Provide Ease of Transfer. Future transit facilities in the City of Fellsmere shall incorporate provisions to enhance ease of transfer with other modes (e.g., park and ride lots, bicycle lockers and racks, pedestrian walkways, taxi stands). This shall be done in conjunction with the County's transit provider and the MPO. The City shall encourage the County's transit provider to install of bicycle racks on transit buses to promote integration of transportation alternatives.	Implemented through ICE activities.	None.

OBJECTIVE TRAN A-5: ESTABLISH A TRAFFIC CIRCULATION SYSTEM THAT PROTECTS NEIGHBORHOOD INTEGRITY AND PROMOTES COMMUNITY VALUES. The traffic circulation system will protect neighborhood integrity, while providing a

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system of arterial and collector streets to direct through traffic away from local residential streets. The City shall coordinate with the County to ensure that the functional classification system is responsive to both existing development and the City’s future land use plans. Fellsmere shall work to ensure that the multi-modal transportation system protects environmentally sensitive areas, conserves natural resources, and promotes community aesthetic values.

Policies	Current 2009 Conditions	Comments
<p>Policy Tran A-5.1: Traffic Circulation Projects Sensitive to Surrounding Land Use. The City shall initiate future traffic circulation and access projects that not only provide connectivity between heavy trip generators and attractors, but also initiate strategies that moderate traffic impacts on residential neighborhoods and/or direct through traffic away from residential neighborhoods that may be impacted.</p>	<p>There are no traffic routing concerns within the City at this time.</p>	<p>None.</p>
<p>Policy Tran A-5.2: Intrusion of Arterial Roadways into Neighborhoods. The City shall, to the greatest extent practical, protect the character of existing neighborhoods from the intrusion of arterial roadways. The criteria used to determine whether arterials will be allowed to intrude in existing neighborhoods are whether there are problems maintaining level of service standards on the applicable roadways, whether there are safety problems, right-of-way availability and whether there are viable alternatives to intruding into an existing neighborhood. In areas where arterial roadways intrude into neighborhoods, the City will ensure that the County provides buffers such as concrete walls, landscaped buffers, berms, and other similar buffers alongside the roadway. The City will coordinate with the County to review the feasibility of relocating roadways when intrusion is proposed.</p>	<p>There are no arterial concerns within the City at this time.</p>	<p>None.</p>
<p>Policy Tran A-5.3: Minimizing Impact of Arterial Roadways on Adjacent Neighborhoods. Arterial roadways and intersections shall, to the extent possible, be located and designed such as to not adversely affect existing neighborhoods or produce excessive traffic on local roads through residential areas. The following are some of the characteristics by which the City will determine whether neighborhoods are adversely impacted: severed existing neighborhoods, more traffic other than local traffic using roadways, widening of roadways which result in roadways constructed closer to residential homes, and other similar characteristics. In areas where arterial roadways and their intersections adversely affect existing neighborhoods, the City will coordinate with the County and/or State to provide buffers as stated in the above Policy 2-1.5.2. The City will also review the feasibility of relocating roadways and intersections as well as limiting the number of roadway connections and accesses. Where appropriate, the City will implement traffic calming improvements.</p>	<p>There are no arterial concerns within the City at this time.</p>	<p>None.</p>

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Policy Tran A-5.4: Minimizing Adverse Environmental Impacts. The City shall locate and design roadways to minimize adverse environmental impacts. Where sensitive environmental area will be impacted by roadway construction, the City will mitigate those impacts by taking action as provided for in the Conservation Element of the plan.	No new roadway corridors have been constructed in the City during the evaluation period.	None.

OBJECTIVE TRAN A-6: COORDINATE LAND USE AND TRANSPORTATION ELEMENTS. The Transportation Element will continue to be coordinated with the goals, objectives and policies of the Future Land Use Element and other elements of the Comprehensive Plan, to maintain internal consistency and ensure that major thoroughfares meet concurrency management level of service standards. Similarly, the City shall review new development and redevelopment to ensure that major traffic generators generally remain in areas accessible to the Indian River County roadway and transit systems.

Policies	Current 2009 Conditions	Comments
Policy Tran A-6.1: Element Consistent with City and County Comprehensive Plans. The City shall maintain and enforce a Comprehensive Plan Transportation Element that is consistent with other elements of the City Comprehensive Plan as well as applicable provisions of the Indian River County Comprehensive Plan.	There are no inconsistencies between the County and City Transportation Elements at this time.	None.
Policy Tran A-6.2: FLUM to Guide Transportation Planning. The adopted Future Land Use Map shall be used to guide the planning of future transportation corridors and facilities to ensure the proper coordination between transportation planning and future development patterns. In addition, the Land Development Code shall ensure that development applications for future development and redevelopment are reviewed for transportation impacts on existing and planned roadway capacity. New development and redevelopment must comply with the City's concurrency management policies set forth herein.	Implemented through the continuing planning process, the CIE, and CIP.	None.
Policy Tran A-6.3: Monitoring of Transportation Element. The City of Fellsmere shall continue to provide a safe, convenient and efficient multi-modal circulation system through the on-going monitoring and evaluation of the Comprehensive Plan, especially the Future Land Use and Transportation Elements.	Implemented through the continuing planning process, the CIE, and CIP.	None.

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OBJECTIVE TRAN A-7: RIGHT-OF-WAY PROTECTION. The City of Fellsmere shall protect existing and future right-of-way from building encroachment as well as coordinate with Indian River County to ensure that the addition of rights-of-way necessary for roadway improvements planned for 2020 are acquired.

Policies	Current 2009 Conditions	Comments
<p>Policy Tran A-7.1: Continue Acquisition and Preservation of Rights-of-Way. Fellsmere shall continue to maintain measures for identifying and protecting existing rights-of-way as part of the City’s continuing planning operations. In addition, the City shall continue to maintain the integrity of the Future Land Use Map and the Future Transportation System Map, by monitoring the impacts of development and ensuring consistency of new development with the Future Land Use and Transportation Elements. The City’s long range planning activities shall continue to identify possible needs for additional future rights-of-way based on-going analysis of land use and traffic circulation issues.</p>	<p>Implemented through the continuing planning process, the CIE, and CIP.</p>	<p>None.</p>
<p>Policy Tran A-7.2: Standards for Road R/W Acquisition. The City shall preserve existing rights-of-way and shall enforce standards requiring dedication of roadways, the need for which was generated by new development. The City shall work with the County to acquire right-of-way where the master traffic circulation study identifies existing or projected future deficiencies. Right-of-way standards for City roads shall be set forth in the Land Development Code as they may change from time to time. The County standards shall apply on County owned roads.</p>	<p>Implemented through the continuing planning process, the CIE, CIP, and private applications for development approval.</p>	<p>None.</p>
<p>Policy Tran A-7.3: Mandatory R/W Dedication/Fees in Lieu. The City shall implement a program for mandatory dedication or fees in lieu thereof as a condition of development approval associated with plats, re-plats, PDs, or site plans where such developments generate a need for new or improved roadways through the land development regulations or other fair share apportionment program. The purpose and intent of the program shall be to assure that: 1) adequate road Right-of-Way and necessary roadway improvements are dedicated and developed concurrent with the impacts of new development; and 2) the cost of such improvements shall be borne by the developer generating the need for the facilities.</p>	<p>Implemented through the LDC.</p>	<p>None.</p>
<p>Policy Tran A-7.4: Provision of On-site and Off-site Roadway Improvements. All plans for new development or redevelopment shall be evaluated by the City to determine what on or off site improvements are required by the proposed project. Prior to receiving a development order the City may require equitable contributions in lieu of the applicant constructing improvements which are required as part of a development. In cases involving unpaved roads adjacent to a proposed development, the applicant shall be required to pave the portion of the road that the development will be utilizing or impacting, or as may otherwise be set forth in a development order.</p>	<p>Implemented through the LDC.</p>	<p>None.</p>

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<p>Policy Tran A-7.5: Development Agreements. The City shall require the use of development agreements, or other means of financial obligation including, but not limited to annexation agreements, conditions imposed within development orders, letters of credit, etc. as a means to secure financial commitments for roadway construction or other on and off-site improvements necessitated by a private development.</p>	<p>Implemented through the LDC.</p>	<p>None.</p>
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OBJECTIVE TRAN A-8: ENHANCE TRAFFIC CIRCULATION. The City shall carry out the identified capital improvements program and budget that address existing and future traffic improvement needs for those roadways under its jurisdiction and shall coordinate with other entities for roadways not under the City’s jurisdiction.

Policies	Current 2009 Conditions	Comments
<p>Policy Tran A-8.1: Traffic Control Devices to Encourage Pedestrian Circulation. The City shall develop strategies for providing effective traffic controls, including signage, signalization or other means in high traffic areas of the City, on roadways under the City’s control. Strategies shall include projects that facilitate safe pedestrian circulation at roadway crossings and in other areas where pedestrian and vehicular conflict may occur. This is especially critical at the time following the MPO’s planned implementation of a bike path on CR 512 from Willow Street to Myrtle Street.</p>	<p>Strategies have not been developed to date. Items are addressed on a case by case basis.</p>	<p>None.</p>
<p>Policy Tran A-8.2: Criteria for Evaluating Proposed Roadway Improvement. Roadway improvement proposals shall be evaluated and assigned a relative priority based on specific criteria below cited:</p> <ol style="list-style-type: none"> 1. Whether the project is needed to: <ol style="list-style-type: none"> a. Protect public health and safety; b. Fulfill the City's legal commitment to provide facilities and services; or c. Preserve or achieve full use of existing facilities. 2. Whether the project: <ol style="list-style-type: none"> a. Increases efficiency of use of existing facilities; b. Prevents or reduces future improvement cost; c. Provides service to developed areas lacking full service; or d. Promotes in-fill development. 	<p>Used to guide capital improvement programming.</p>	<p>None.</p>
<p>Policy Tran A-8.3: Proposed Roadway Capital Improvement Program. Indian River County is responsible for the arterials and collector roadways in the City. The City has been successful at improving unpaved local roads through a planned improvement program using Community Development Block Grant (CDBG) funding. The City has representation on the County Metropolitan Planning Organization and through that agency and the development review process, Fellsmere shall coordinate with Indian River County to ensure that the 2020 roadway improvements identified in</p>	<p>Implemented through the ICE activities.</p>	<p>None.</p>

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the table below are completed in a timely and cost efficient manner. The table below also identifies the estimated cost, the timeframe, and the funding of the improvement. This table includes projects listed on the Long-Range Transportation Improvement Programs by Florida Department of Transportation (FDOT), the City, and the County.

Policy Tran A-8.4: Pine Grove: Transportation improvements to CR 512, and for those internal roadways necessitated by development of Pine Grove properties or portions thereof, shall be undertaken by RO-ED or the developer of a subject property under site plan review, pursuant to the Development Agreement adopted December, 4, 2003 between the City of Fellsmere and RO-Ed Corporation and policies within the Future Land Use Element.

Pine Grove has not commenced development at this time.

None.

TABLE 2-2
ANTICIPATED ROADWAY IMPROVEMENTS

ROADWAY/LINK	IMPROVEMENT	SOURCE	TIMEFRAME		COST
CR 512, locations from SR 60 to I-95	ROW Acquisition from 80 to 200 ft.	County	Ongoing		TBD
CR 512 east of Pine Grove to city limits	4-laned, divided,	Developer	2009-2011		TBD
CR 512 east of Pine Grove by 2013 (the county work program calls for 6-laning in 2016)	6-laned, divided,	Developer/County	2013-16		TBD
CR 512 west of Pine Grove	4-laned, divided	Developer/County	2011		TBD
CR 512 East of I-95	4-lane divided	Developer/County	2010		TBD
CR 507/Broadway	Intersection Improvements/lane modifications/turning movements	Developer/County/	2010		TBD
Improvements to Willow at 99 th and 101 st	Intersection improvements/lane improvement	Developer/County	2010		TBD
Broadway and CR 512 Intersection	Traffic Signalization/lane modifications	Developer/County/	2008		TBD
SIS/TRIP Facilities I-95; CR 512 from I-95 to CR 510	Traffic Signalization/lane modifications/additional lanes	FDOT/Indian River County (complete)	2007-2009		TBD

Source: Indian River County Transportation Element, MPO Transportation Improvement Program 2006; Pine Grove Development Traffic Impact Statement, September, 2003; Updated February 2007

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<p>Policy Tran A-8.5: Other Roadway Improvements that have been evaluated. The City has evaluated the anticipated cost to pave all north/south streets with selected east/west streets and paving the Hall Carter area. The estimated cost to make these improvements is \$ 6 million. The timing of these improvements is planned to be spread out over time with the criteria for evaluating proposed improvements as provided in Policy Tran A-8.2 above. The City shall in good faith include expenditures for these improvements in future Capital Improvement Plans. The City's proposed Five-Year Plan has allocated \$3.15 million for CDBG paving and drainage improvements.</p>	<p>The City continues to make good progress toward this policy. Currently nine out of 36 road miles have been paved in the City.</p>	<p>Update to current conditions.</p>

OBJECTIVE TRAN A-9: FACILITIES FOR BICYCLE AND PEDESTRIAN WAYS. The City shall analyze the feasibility for bicycle and pedestrian ways in planning for transportation facilities.

Policies	Current 2009 Conditions	Comments
<p>Policy Tran A-9.1: Planning for Bicycle and Pedestrian Ways. The City shall continue to work with the County MPO to prepare a plan for developing bicycle and pedestrian ways that connect residential areas to recreational areas and major activity centers. The plan shall include programs for implementation and anticipated funding sources. The City Bicycle and Pedestrian Plan shall be coordinated with the Indian River County MPO Bicycle and Pedestrian Plan.</p>	<p>The MPO Bike/ped plan has been completed.</p>	<p>None.</p>
<p>Policy Tran A-9.2: Facilitate Use of Bicycles and Pedestrian Movement. The City shall provide land use and other strategies to promote the use of bicycles and pedestrian movement within the City's Land Development Code by within one year from the effective date of the Comprehensive Plan. The regulations shall require that developments impacting bicycle and pedestrian movement provide improvements that accommodate the safe movement of bicycles and pedestrian.</p>	<p>LDC provisions have not been prepared.</p>	<p>Revise to a maintenance policy.</p>
<p>Policy Tran A-9.3: Bicycle and Pedestrian Facilities Required for New Development. The City shall continue to enforce land development regulations that require:</p> <ol style="list-style-type: none"> 1. New subdivisions, re-plats, planned unit developments, and site plans accommodate bicycle and pedestrian traffic needs including installation of sidewalks; and 2. New multi-family residences, shopping facilities, recreational areas, schools, and other public uses provide storage areas for bicycles. 	<p>LDC provisions have not been prepared.</p>	<p>Implement directed LDC changes.</p>
<p>Policy Tran A-9.4: Bicycle and Pedestrian Facilities between Residential Areas and Community Facilities. The City shall adopt land development regulations which ensure priority for bicycle and pedestrian facilities, when there is sufficient right of way, which link residential areas with schools, shopping, recreation areas, and other community facilities.</p>	<p>LDC provisions have not been prepared.</p>	<p>Implement directed LDC changes.</p>